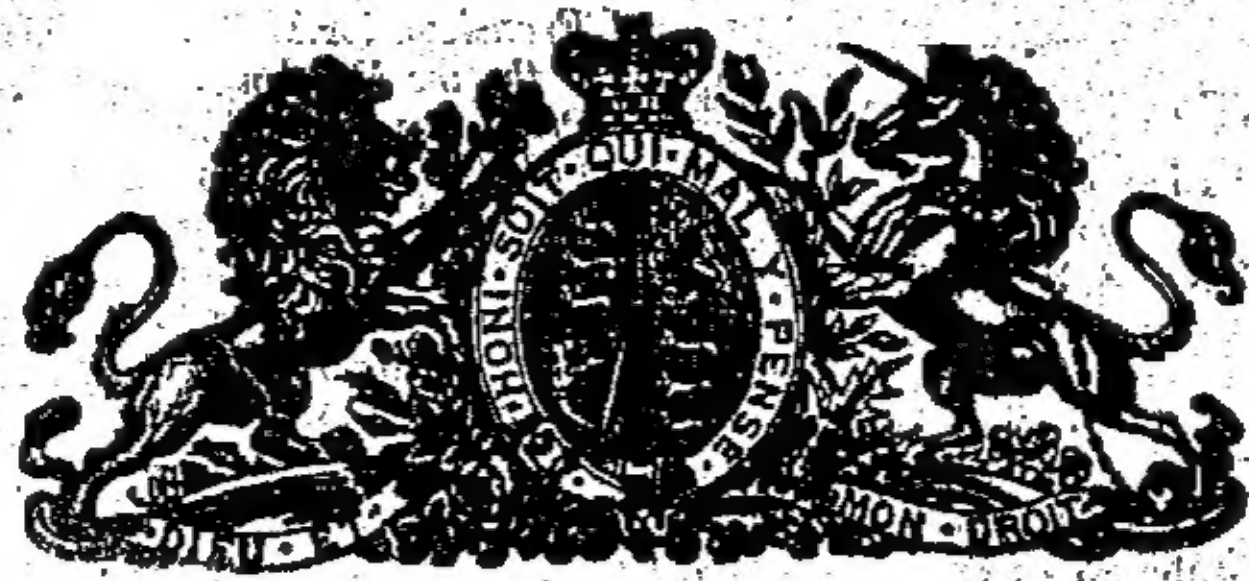


CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4673. 號六廿月六年八十七百八千一英

HONGKONG, WEDNESDAY, JUNE 26, 1878.

日六廿月五年寅戊

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 8, Clement's Lane, Lombard Street. GORDON & GOSCH, 30, Cornhill. GORDON & GOSCH, Ltd., 4, Old Jewry, E.C. 4. SAMUEL DICKSON & Co., 150 & 152, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROBYN, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BLAIR & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Singapore. C. HENNINGSEN & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co., Siam, Messrs CAMPBELL & Co., Amoy, Messrs WILSON, NICHOLS & Co., Hongkong, Messrs HEDDERLEY & Co., Shanghai, Messrs LANE, CRAWFORD & Co., and Messrs WATSON, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars. Reserve Fund, \$1,000,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman.—F. D. SAMPSON, Esq.
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Hongkong, Messrs THOMAS JACKSON, Esq.
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LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves).

CUBE SUGAR (Lyle's Patent).

CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Fine WHITE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

COFFEE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT, RUM, 45°, 50°, O. P., and Naval.

ANIMAL CHARCOAL and DUST.

AMMONIACAL LIQUOR, from Bones.

BONE TAR (a preventive of white ants).

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong.

For Sale.

LAMBERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRONS' FRENCH COFFEE MACHINES, Assorted Sizes, New System, with Automatic Lamp.

COFFEE ROASTERS, and COFFEE MILLS.

SETS OF GARDENING UTENSILS. GENTS' TOOL CHESTS.

MASSEY'S PATENT LOGS.

METALLIC MEASURING TAPES, in strong Leather Cases.

SPIRIT LEVELS. HAMMERS.

DOG COLLARS and CHAINS.

SAILORS' SEWING and ROPING PALMS.

COPPER SIGNAL LAMPS, & MAST-HEAD LAMPS, fitted with Dioptric Lenses according to the latest Admiralty regulations.

DIOPTRIC LENSES for Signal Lamps.

PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS.

LETTIS' DIARIES, for 1878.

NOVELS. SCHOOL BOOKS.

WORKS OF REFERENCE and GIFT BOOKS.

SHEET MUSIC and SONGS.

IMPERIAL TRACING PAPER.

RODGERS' CELEBRATED CUTLERY.

MARTIN BROS.' SCISSORS.

MANIFOLD WRITERS.

LETTER SCALERS.

STATIONERY OF ALL KINDS.

BROWN WRAPPING PAPER.

CARD-BOARD, Assorted Colours.

DATE BACKS. INVOICE FILES.

QUILL PEN-MAKING MACHINES.

UNDERWOOD'S BLACK WRITING INK. MAUVE INK.

MATHEW & NOYES' WRITING and COPYING INK.

MUCLAGE, &c., &c., &c.

KELLY & WALSH'S.

CELEBRATED SMOKING MIXTURE, and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGARETTES, &c., &c.

BARCLAY & PERKINS' PORTER, in Hhds. and Kilderkins.

Finest CHERBOURG BUTTER, in Bottles.

Hongkong, May 6, 1878.

MacEWEN, FRICKEL & Co.

FOR SALE.

EX RECENT ARRIVALS.

HUBBUCK'S

White Zinc Paints.

White Lead.

Red Lead.

Venetian Red.

Green Paint.

Black Paint.

Brown Oxide.

Yellow Paint.

HUBBUCK'S PALE BOILED LINSEED OIL.

In 5 Gallon Drums and Barrels.

VARNISHES—Copal.

Black and Bright.

CORDAGE—Europe Rope.

Bolt Rope.

Houzelles.

Marline.

Hamberline.

Rattina.

Spun yarn.

Signal Halliards.

BUNTING—All Colours.

HEMP Seaming Twine.

Cotton Twine.

HENRY'S CANTAS.

COTTON DUCK.

No. 1 to 8.

COTTON RAVENS.

8, 10 and 12 oz.

RUTHERFORD'S ALL LONG FLAX AND NAVY BOILED CANVAS.

14, 15, 16, and 17 feet long.

ENGINE PACKING (TUCKS ROUND).

ALL SIZES.

CANVAS INSERTION.

PURE GUM.

Hongkong, June 18, 1878.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAR BAZES.

Apply to GAS COMPANY, West Point.

Hongkong, June 12, 1878.

FOR SALE, FREIGHT OR CHARTER.

THE 90 A 1 BUTTER STEAMER "ARGENTINO."

915 Tons Register (1426 Tons Gross).

For Particulars, apply to the Captain on Board.

Hongkong, June 4, 1878.

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.

Hongkong, December 8, 1877.

For Sale.

EX LATE ARRIVALS.

DRAWING PAPER.

FARINA'S EAU DE COLOGNE.

TRACING PAPER and CLOTH.

QUININE.

RED INK for STEEL PENS.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

PRICKLY HEAT SOAP.

SUMMER SOCKS.

LAWN TENNIS BATS and BALLS.

NEW SHIRTS and COLLARS.

GRAPHOSCOPES.

STUDENT'S DICTIONARIES.

PEN-MAKING MACHINES.

CARBOLIC ACID.

NEW PLAYING CARDS.

IRIDESCENT FLOWER VASES.

IRIDESCENT SPECIMEN GLASSES.

FLOWER TROUGHS.

ELECTRO-PLATED WARE.

AMERICAN ICE PITCHERS.

TABLE CUTLERY.

GOLD LEAF TOBACCO.

THE NEW LIFE JACKET.

G. B. D. PIPES.

IRISH CONSTABULARY REVOLVERS.

LANE, CRAWFORD & Co.

HAVE JUST RECEIVED THEIR SUPPLY OF THE NEW SEASON'S

CUMSHAW MIXTURE.

This well-known and delicious Tea, is a most acceptable present to home friends, and is delivered free of all charges or duty to any part of Great Britain, at \$8 per 5 Catty and \$14 per 10 Catty Box.

LANE, CRAWFORD & Co.

Hongkong, June 24, 1878.

Intimations.

CHINESE IMPERIAL EIGHT PER CENT. LOAN OF 1874.

THE COUPONS falling due on the 30th June of the above LOAN, together with the BONDS DRAWN for Redemption on that Date, will be paid at the Office of this CORPORATION on and after SATURDAY, the 29th Instant.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, June 25, 1878.

BALL'S

NECTAR CORDIAL,

MADE FROM HERBS,

A STIMULANT AND APPETIZER.

WHOLESALE AGENTS FOR GREAT BRITAIN: MESSRS. GEO. CURTLING & Co., St. Mary Axe, London.

W. BALL, China Dispensary, Hongkong.

June 20, 1878.

DEVOS'S BRILLIANT

OIL.

RELIABLE,

ECONOMICAL,

SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages.

Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

[JUL]

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

FRIDAY,

the 28th June, 1878, at Noon,—

An Invoice of SUPERIOR GLASS-WARE, consisting of: Plain, Engraved and Cut Sherry, Port, Claret, Champagne and Liqueur Glasses; Tumblers, Soda Water Tumblers, Water Bottles, Decanters, Flower Vases, &c., &c., &c.

Flower Vases, Toys, Engravings, Cash Boxes, Cotton Socks.

Also,

4 cases Very Good Cheese in tins.

200 boxes Yellow Soap.

100 Pistols, &c., &c., &c.

Hongkong, June 25, 1878.

NOTICE.

THE UNDERSIGNED have received instructions to sell by PUBLIC AUCTION, on the Premises, at Noon on SATURDAY, 30th of JULY, all the valuable LANE, HOUSES, &c., &c., situate at the Port of TAMSUI, FORMOSA, and known as the FAOU-SHUN PROPERTY, in TWO LOTS.

Lot 1 Consisting of GODOWNS, DWELLING HOUSE, GARDENS, STABLES, &c., &c.

Lot 2 a plot of UPLAND GROUND very suitable for building purposes.

For particulars of property, and terms of sale, apply to

ELLES & Co., Tamsui.

Tamsui, 18th June, 1878.

Auctions.

PUBLIC AUCTION.

VALUABLE LAND and GODOWNS, &c.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 16th July, 1878, at Half-past Three P.M.,

In the Bank Buildings, Queen's Road,—

The following very VALUABLE LOTS of LAND, with GODOWNS, &c., erected thereon, at Wanchai and Bowrington in Hongkong.

Particular attention of Investors is invited to the Sale of these very suitable Properties.

The LOTS will be put up Separately as under.

LOT No. 1.

All that PIECE or PARCEL of GROUND situated at Wanchai in Hongkong, and Registered in the Land Office as Marine Lot No. 110, which said Piece or Parcel of Ground contains in the whole about 29,400 square feet, with Four Godowns numbered 1, 2, 3, and 4, erected thereon, and one Timber Yard. Crown Rent, \$324 per Annum.

LOT No. 2.

All that PIECE or PARCEL of GROUND situated at Wanchai in Hongkong, and Registered in the Land Office as Marine Lots No. 113 and 114, which said Piece or Parcel of Ground No. 113 contains in the whole about 19,964, and No. 114 contains in the whole about 19,110 square feet, with Eight Godowns numbered 50, 50A, 50B, 50C, 50D, 51, 52, and 53, erected thereon. Crown Rent, \$456 per Annum.

LOT No. 3.

All that PIECE or PARCEL of GROUND situated at Wanchai in Hongkong, and Registered in the Land Office as Marine Lot No. 120, which said Piece or Parcel of Ground contains in the whole about 17,400 square feet, with Four Godowns numbered 54, 54A, 55, and 55A, erected thereon. Crown Rent, \$180 per Annum.

LOT No. 4.

All that PIECE or PARCEL of GROUND situated at Wanchai in Hongkong, and Registered in the Land Office as Inland Lot No. 445, which said Piece or Parcel of Ground contains in the whole about 3510 square feet, with One Godown numbered 6, and one Blacksmith's Shop, erected thereon. Crown Rent, \$54.16 per Annum.

LOT No. 5.

All that PIECE or PARCEL of GROUND situated at Bowrington in Hongkong, and Registered in the Land Office as Inland Lot No. 746, which said Piece or Parcel of Ground contains in the whole about 12,017 square feet, with Four Godowns numbered 92, 92A, 93, 93A, erected thereon. Crown Rent, \$185.38 per Annum.

TERMS OF SALE.—One-fourth of the Purchase Money to be paid on the fall of the hammer, and the Balance on completion of the Deed or Deeds of Transfer, the expenses of which to be paid by the purchaser.

The Property to be at purchaser's risk on the fall of the hammer.

For further Particulars, apply to

H. N. MOODY, Auctioneer.

Hongkong, June 24, 1878.

NOTICE.

LANE, CRAWFORD & Co. are prepared to SUPPLY FAMILIES and SHIPS with the SUGARS MANUFACTURED by the ORIENTAL SUGAR REFINERY.

Shanghai, June 15, 1878.

Entertainments.

AMATEUR THEATRICALS.

THE AMATEURS of the BAND 74th HIGHLANDERS,

will give a Performance in the GARRISON THEATRE,

THIS & TO-MORROW EVENINGS,

the 26th, and 27th Instant, 1878.

A Farical Comedy in Two Acts; by A. HALLIDAY, Esq.

Entitled:

LOCAL AND GENERAL.

The U. S. gunboat *Ranger* left the harbour this morning, returning at 5 p.m.

A MARINE Court of enquiry will be held at noon to-morrow at the Harbour Office to investigate the circumstances attending the loss of the British barque *Knight of Sweden*.

We are requested to state that all Jurors summoned for this Session are required to attend at Court to-morrow, Thursday, 27th inst., at 10.30 a.m.

We learn from the P. & O. S. N. Company, that the S. S. *Zambesi*, with the next mail, left Singapore at noon on Monday, the 24th inst.

We remind our readers of the dramatic performance by the Band of the 74th, which takes place this evening and to-morrow, commencing at 9 o'clock.

The O. & C. Steamship *Gaelic* has gone over to the Metropolitan Docks to clean and paint. This is the first of this line of steamers that has gone to these Docks.

We are informed by the Agents (Messrs Melchers & Co.) that the steamer *Stad Amsterdam* left Singapore for this port on the 24th inst. She left London on the 18th May.

Tse "Silver Question" in this Colony was wont to be, "Where are all the ten-cent pieces?" But this matter has for the present been set at rest, as will be seen from an advertisement which appears elsewhere. 20-cent, 10-cent, and 5-cent silver pieces may now be obtained at the Treasury and the Hongkong Bank at par.

If the whisperings of rumour be trustworthy, there are likely to be some lively passages between an old and respected professional resident and the officers of one of our public departments relative to the subject of "private practice." This is no new controversy by any means, although it has for some time been looked upon as for ever set at rest in this Colony. We shall watch with great interest the issue of this little war.

The hurried and noiseless disappearance of three young members of our community within the last week or ten days has impressed those interested with the looseness and carelessness of our credit system. Any apparently respectable person can easily obtain credit here to a very large amount, and then quietly vanish, leaving his name gracefully recorded on the books of many unsuspecting sufferers. So it is in the case above referred to, especially in that of a youthful Dane, who has lately taken himself off under circumstances which would be likely to become personally unpleasant were he to forward his address to Hongkong.

An attack was made on the lighthouse-keeper's quarters at Green Island on the night of the 10th inst.; but the attacking party, whatever may have been their objects, were frustrated. They entered the sitting room of the European lighthouse-keeper (Mr Baird) and secured his fire-arms, and Mr Baird being in his bedroom, was thus rendered powerless. They fired through the door, and the shot attracted the attention of the people in the light-tower, who at once sounded the alarm bell, thus causing the unwelcome visitors to decamp in double quick time. We have heard it said that the attack was made in connection with the charge recently brought against Mr Baird, of which he was acquitted; but we are rather inclined to think that plunder was their object. Mr Baird, we understand, is soon to be removed to Cape D'Aguilar again, but this has nothing to do with the attack above mentioned. His reinstatement in the service seems to us a most reasonable act on the part of the authorities.

SOME surprise was felt that the nomination of Officers was not made at the Volunteer parade last evening. It is now ten days since the ballots were taken, and it was generally expected that His Excellency would have caused the names to have been declared yesterday. There appears to be some misapprehension regarding the mode in which the ballot was carried out. A powerful coalition is supposed to have been formed by the Fire Brigade to elect their men, and, it is alleged, the result will show that three of the officers will belong to this potent body. Now, the fact is that no such combination was ever made; that the members of the Fire Brigade voted indiscriminately; and that only one of the Brigade is likely to be returned amongst the officers elected. As the Brigade men have special permission not to leave the central parts of the City, it is probably as well that the leading officers do not belong to that fire-extinguishing body; but it is a pity that false impressions should be permitted to create discord amongst men anxious to do their duty. The new rifle

is a somewhat heavy and unwieldy weapon, not of the newest pattern, but admirably fitted for dropping effectively upon one's own corns at drill. We presume that regulation carbines will soon take the place of the discarded Snider, and that the Martini-Henry will be placed in the hands of the riflemen, notwithstanding the apparently "arranging" powers of the Conference.

INQUESTS.

An inquest was held this afternoon at the Tung-wah Hospital on the body of a child who was killed by falling down a smoke-hole. The following gentlemen comprised the Jury: Messrs H. G. James, H. Wicking, J. R. White. The deceased, a little girl, fell down one of the open smoke-holes usually found in all Chinese houses. The distance was about 38 feet. She was picked up and conveyed to the Tung-wah Hospital, where she died at 11 o'clock yesterday morning. The Jury returned a verdict of accidental death.

A second inquest was held on the body of a man named Chung Kin Tai, aged 72, who was found drowned in the harbour near Shau-ki-wan. The evidence went to show that deceased had been subject to fits of insanity, and during one of these fits he destroyed himself. Inspector Swanson and a party of Police received information of the deceased being missing, and they dragged the beach, and found the body near the house where he formerly lived. The head was injured by the drugs. The Jury returned a verdict of suicide, whilst in an unsound state of mind.

CORRESPONDENCE.

KOWLOON SITES.
To the Editor of the "CHINA MAIL."
Hongkong, 26th June, 1878.

An Old Resident in your yesterday evening's paper, after saying with much truth that a Savings Bank would be a benefit to the many of the Colony who have no safe place in which to accumulate small savings, refers to some previous correspondence on the subject of building sites at Kowloon, and adds that (in his opinion) the scheme of procuring building sites there for the Portuguese clerks is not practicable because they cannot afford to live so far off as the means of transport for themselves, and their dependants to and from office, school, Church, and market would be too expensive; and in bad weather they might unwillingly be debarred from attending to their duties.

If you will allow me, I would say, that I have spoken to many Portuguese and other gentlemen capable of forming an opinion on the subject, who one and all agreed with me that Kowloon (aim-tant) is the only land in the Colony eligible for the purpose of a rural suburb for people of small incomes, for the reason that it is within a few minutes' ferry of Peddar's Wharf at trifling cost.

A family ticket would convey the largest family backwards, and forwards between Kowloon jetty and Peddar's Wharf all day, even now, when there is no competition, for a few dollars a month.

Respecting the danger of being kept away from office by bad weather, experience is the best test. A steam ferry has been running for three years or more, and has not missed a single morning trip within my knowledge. Many gentlemen noted for punctual attendance at their respective offices, have lived over there for three or four years without incurring this misfortune, which, at the worst, would be of less frequent occurrence than the occasional indisposition which necessitates a day's rest periodically on this side the harbour.

School, Church and Market would soon follow their pupils, attendants and customers; or, if not necessary, in consequence of a better class of ferry-boats running to Peddar's Wharf and back every quarter of an hour at a nominal charge, this difficulty would be equally well disposed of, because, in the latter case, Kowloon folks would be more speedily and cheaply conveyed to all three places, than they can be from their present overcrowded abodes in Victoria.

H.

To the Editor of the "CHINA MAIL."
Hongkong, June 26, 1878.

Sir,—Following up the suggestions of "Pedestrian," in his letter which appeared in your last night's issue, I would point out that in the case of a sudden shower or of a day with strong down-beating sun all the Colonies in Queen's Road and other streets in the Colony, will be found quite impassable from the number of chairs deposited and coolies congregated in the small space intended for foot passengers.

The incessant noise, the dangers from bamboo poles carried in a most reckless manner and the by no means wholesome odour from the native person, whose pedestrianism in this place, otherwise so clean, quite intolerable.

Yours, &c., H. R. J.

Police Intelligence.

(Before C. V. O'Connell, Esq.)
26th June, 1878.

USING THREATENING AND INDECENT LANGUAGE.

John Francis, an able seaman belonging to the British barque *Fair Leader*, was charged with using threatening and indecent language towards Mr. Alexander Hennessy, chief officer of the British barque *Per Ardua*. The complainant stated that he first saw the defendant two or three days ago on board the *Fair Leader*, when he went alongside the *Wanchi Pier*. Complainant's vessel was also alongside the pier. Yesterday complainant and the Captain of the *Per Ardua* were sitting on the deck conversing together, when the defendant went opposite to where they were sitting (on the wharf) and abused them. He appeared to have been drinking, and called complainant and the Captain sons of b— and sons of w—, at the same time threatening to knock their brains out before leaving Hongkong. Complainant had never spoken to the defendant before, and never had any quarrel or dispute with him. The same afternoon the defendant returned and used similar expressions.

Defendant admitted the charge, and apologized to complainant for his conduct; he was fined £1 or three days' imprisonment.

Mr. William Kerfoot Hughes, broker, was summoned at the instance of Chong Ashing, P.O. No. 176, for an assault. Complainant stated that on the 23rd inst. at 10 o'clock he was walking in Queen's Road West in plain clothes, when he heard a carriage coming behind him and the voice of a European calling out. He (complainant) looked behind and saw the defendant driving a few doors distant, and complainant then stepped to the side of the road. When defendant passed he struck complainant on the face with his whip (shows mark).

Defendant stated that there was a great crowd at the time, and he waved his whip on either side to clear the crowd. Fined £2.

RUMOUR-MEN.

Chan Ahoi and Chan Aon, unlicensed boatmen, were charged by Samuel Chapman, master of the British ship *Sir Harry Parkes*, with sending spirits on board his vessel. The Captain observed them passing it over the bows. The defendants and the bottle were taken to the Police Hulk.

One of the seamen belonging to the same vessel said he was painting over the ship's bows when the defendants passed, and called out "Jack, J.," to attract his attention, raised their hands to their mouths and made other signs which witness understood to mean "Do you want any liquor?" Witness said, "What have you got—samah?" They said "No, cognac." They had four or five bottles. Witness gave them to understand that they had no money, and they made signs to indicate they could take clothes in exchange. They wanted shirts or drawers. Witness tasted the contents of one of the bottles, which was spirits of some kind but very bad. The bottle was then handed to the captain, who came into the fore-cabin.

Inspector Grimes proved arresting the defendants, and said he could identify first defendant as having been in gaol before. Remanded until the 1st July.

Japan.

(Mail.)

The P. M. Co.'s steamer *City of Peking* arrived at the anchorage this afternoon (June 15th), having made the fastest passage on record from Hongkong to this port, viz., 4 days, 21 hours, 36 minutes. The greatest number of miles run in twenty-four hours was 349, and the least 253; the total distance accomplished being 1,600 miles. The *City of Peking* is advertised to leave for San Francisco on Wednesday morning, the 18th inst., at daylight.

If anything could demonstrate the folly of adopting the western evening dress as the ceremonial costume of Japan, the appearance of the actors at the Shintomi Theatre last week in such unwonted habiliments would go far to prove it. While those few sons of the thespian who wore the national costume appeared, it did not matter, at least fully at their ease, those who had donned the ill-fitting imitation of western swallow tail coat and white necktie appeared woefully distressed by their strange garments, and as they could not under the circumstances assume an ease they did not feel, they took refuge in an attempt at military precision, filed on to the stage in line, faced about, and stood at attention like recruits at squad drill until they left the stage in the same prim manner. Perhaps they wished to indicate that they relied upon their art alone for public approval and not upon external appearance, for indeed of none of them could it be said

"The soul of this man is his clothes."

The Japanese ironclad *Foo-soo Kan*, Captain Hallows, R.N., arrived yesterday forenoon (June 11th), being 14 days from Singapore. In consequence of the mishap she met with in the Suez Canal, where her propellers were injured, she has been detained a month on her passage, arriving here with some of the best propeller blades out short, by which her speed has been slightly reduced.

Through the courtesy of the officers of the Japanese ironclad *Foo-soo Kan*, we have been placed in possession of the following particulars of this fine vessel. The *Foo-soo Kan* was built at Millwall, under the superintendence of Mr. Reed, M.P., her designer. Her dimensions are: length between perpendiculars 220 feet; beam 48 feet; depth of hold 20 feet; draught with main draught of water 18 feet. Her armament consists of four 24 centimetre Krupp guns in the main deck battery, on the embrasure plan, admitting of their being trained within 30 degrees of the fore and aft line; and two 17 centimetre Krupp guns in the upper deck battery, which command the whole horizon. She is fitted with 2 pairs of compound, horizontal, surface condensing, trunk engines, driving twin screws of 16 feet 6 inches diameter; has 8 cylindrical boilers working up to 80 lbs. pressure, each 11 feet 3 inches in diameter, and having 3 furnaces of 2 feet 11 inches diameter. The vessel is most massively built, and, as an additional protection, is furnished with armour plating of 9 inches in thickness on the wings of the batteries, and of 8 inches in thickness athwart ship. Her officers and crew consist of Captain Frederick Hallows, R.N.; Commander C. Hayes, R.N.; Lieut. C. Crepin, R.N.; Lieut. J. Gibbins, R.N.; Nav. Officer Mr. Pilon; Engineers, Messrs Wigzell, Budding, Cowap and three assistants with 79 firemen and seamen. Captain Hallows is well known on the China station, and in 1869 visited the *Algerine* and *Euzerit*, and in 1868 visited the waters in H. M.'s ship *Argus*. After the arrival of the *Foo-soo Kan* at the anchorage she was visited by Rear Admiral Ho, and also by Captain Ito who has been appointed to command her.

The Government has very generously undertaken to support the children of those sailors now undergoing sentences of hard labour for joining Maybears in the Hagl rebellion of 1876. The families of those men are now in great distress and the assistance granted by the Government will no doubt be most thankfully received.

(Tokio Times.)

We read in the *Japan Mail* that "Her Majesty the Empress, having a sincere desire to encourage the industries of the country, has caused her attendants to engage in the rearing of silk-worms at the Imperial palace, they having received the necessary instruction from an official of the Agricultural Department. Her Majesty hopes by the example thus set to induce an extension of silk-worm rearing in households throughout the country."

Japanese papers state that Mr. Reed, M.P., under whose superintendence the ship-

war *Fuso*, *Kongo* and *Hi-yei* were built in England, is expected to arrive on board the first named vessel by invitation from the Navy Department, and that rooms are now being fitted up at Enrio Kuwah for his reception.

(Times.)

The "siege of the Grand Hotel" has constituted our little excitement and chief topic of talk during the week. In our last, we noted its purchase by the enterprising proprietors of the Oriental Hotel, Messrs Bonnat; but "possession is nine points of the law," and the purchasers found considerable difficulty in entering on the enjoyment of their property. Some difficulty appears to have been the trouble, and an angry proprietor was found entrenched in the citadel and refused to give up possession. Fortunately Messrs Bonnat were without native auxiliaries, as the garrison (i.e. the house and table-boys) were prepared to resist to the death. Legal preliminaries of course immediately appeared on the scene, the place was declared in a state of siege, and the non-combatants (in an hotel one can hardly call lodgers *bouches inutiles*) got orders to quit. Hurried packing, much bad language, general stampede, rejoicings at rival hotels, and a great rush to the Club, of course resulted. The next move observed, after thirty-six hours of closed doors, was the erection of a scaffolding all round the fortress, whether this was for facilitating the throwing-in of hand-grenades or for cleaning the windows, was not apparent. Happily, however, some compromise appears to have been arrived at; the commander of the garrison was, with all due ceremony, lifted out of a sally-port, the garrison marched out with all the honours of war, and three tournaments, in three Consular Courts are, we believe, arranged to take place as a final close of the campaign. Messrs Bonnat will doubtless entertain all the late guests at an inaugural champagneiffin, to celebrate their own victory, and to welcome their customers' return.

(Gazette.)

H. B. M. *Modeste* is sailing into port as we go to press (June 13th).

From the Japanese Official List we glean the following particulars respecting the annual pay of Diplomatic and Consular Japanese officials in foreign countries. Extraordinary (of second-class):—To Great Britain, Russia, France or the United States, 17,000 yen; Germany, 16,000 yen; Italy, Austria, or China, 15,000 yen. Ordinary (of third class):—To Great Britain, Russia, France, or the United States, 15,000 yen; Germany, Italy, or Austria, 14,000 yen; China, 13,000 yen. Ministers Resident in England, Russia, France, or the United States, 11,000 yen; Germany, Italy, or Austria, 10,000 yen; China, 9,000 yen.

In about like proportion to the importance of the missions to which they are attached are paid the Secretaries of Legation, First Secretaries receiving from 3,800 yen to 4,800 yen per annum, while Second Secretaries have from 2,800 yen to 3,800 yen. The pay of Japanese Consuls and Consuls-General is from 4,000 to 6,500 yen; of Vice-Consuls from 3,000 yen to 5,200 yen. Consular Secretaries are paid from 1,800 yen to 2,400 yen per annum.

H. L. M. S. *Haydamak* left for Hakodate at noon (June 14th).

H. M. S. *Frolic* has returned from target practice.

Cases of kerorene out of the American barque *May Goodell* were being delivered to a Japanese purchaser at the Custom House wharf. One of many of them found to be leaking was opened, and the tins were taken out. To stop the leakage—this is a fact—two tins were set to work to solder an ill-fated tin. Their work had not proceeded far when the oil ignited and exploded, fearfully burning the two operators, and endangering many lives. In fact, as the wharf was covered with cases of kerorene, some of them saturated with leakage, there is no estimating the extent of the danger incurred, without their knowledge, by the whole community of Yokohama.

NAGASAKI.

It is rumoured that the Koreans are buying large quantities of rifles from the Japanese, and we hear that 17,000 have been already disposed of in this port. We have seen Koreans here within the last few days who, so far from presenting the usual look more like what we might expect of *Yakushin* of that country to be, and no doubt, if the rumour be true, the coincidence can be explained.

H. M. S. *Synia* returned on Thursday (5th) from Goto Islands and left again on the 11th inst. H. L. G. M. S. *Ay uata*, left for the North on the 6th inst. *Mon-of-war* in harbour are the *Adalicious*, *Ma-re*, *Lily*, and the U. S. S. *Ashuelot*. H. M. S. *Charlydis* is expected to join the flag-ship shortly.—*Express*.

THE NEW JAPANESE WAR-VESSELS.

VESSLS.

The following account of the latest acquisitions to the Japanese Navy is abridged from an article in *Engineering* 1.—The *Fu-so* is a broadside ironclad vessel of somewhat similar type to those designed by Mr. Reed for the Chilean Government, and completed about two years ago, and also somewhat similar to, but much more powerful than, the *Fetli-Pullad* and *Makademme Klee*, two Turkish vessels also built from the designs of Mr. Reed, when he was Chief-Constructor of the Navy. The *Fu-so*, although but little larger, has been made much more formidable than the Turkish ironclads referred to, by means of improvements which the latest date of her design has rendered practicable. She has, in addition to the main deck battery, an upper deck battery carrying two guns of 17 centimetres bore with fire right forward and aft, and commanding the whole horizon, and her armour is attached to the hull in a novel manner, which is described further on. The following are her principal particulars:—

Length between perpendiculars	220 ft.
Breadth, extreme	48 ft.
Depth in hold	20 ft.
Draught of water	18 ft.
Height of port from low-water line	7 ft.
Displacement in tons	3718
Indicated horse power	3500
Speed in knots	13
Complement of men and officers	250
Main deck battery four	24 centimetre guns
Upper deck battery two	17 centimetre guns
Armament	Two 17 centimetre guns to fire forward and aft.

The vessel is armed with Krupp guns of the dimensions stated above, and it will be seen that they are disposed on the central battery system, the armour on the sides of the battery being 9 in. thick and on the athwartship bulkheads 8 in.; access to the main deck being by means of armoured doors. The guns on the main deck, four in number, have a weight of about 15 tons each, and, being fitted on the embrasure plan, command the broadside, and within 30 deg. of the fore and aft line; the guns on the upper deck weigh about 5 tons each, and commanding, as already said, the whole horizon, must be of great value as chase guns and for various other purposes. The machinery of the *Fu-so* consists of two pairs of compound horizontal surface condensing trunk engines by Messrs Penn, driving twin screws 16 ft. 6 in. in diameter. The boilers are eight in number of the cylindrical type, working at 60 lb. pressure; each is 11 ft. 8 in. in diameter and contains three furnaces, each 2 ft. 11 in. in diameter. Of the method of attaching the armour to the hull, it will be noticed that the armour is supported by brackets attached outside the frames of the ship, thus allowing a clear line from floor to deck for the frame, and avoiding all the expensive and often unsatisfactory work of the armour shelf as hitherto constructed. The projecting edge of the armour will further act as a bilge keel to reduce the rolling. The iron floating batteries built for the Crimean War were similarly constructed, but this is the first instance in which Mr. Reed or any constructor has applied this improvement to seagoing ships; and it appears to have the advantages of cheapness and expedition in building, especially as the bending of the armour plates to the vertical curvature of the ship is in this case avoided. That the first advantage exists is self-evident, and the existence of the last is proved by the fact that Messrs Samuda, with whom the contract was placed, completed the framing and plating of the vessel in a very short time. The *Fu-so* is large-rigged and is extremely handsome in appearance; she will no doubt be very handy also, her speed being high in proportion to her size, and her length being little more than 4½ times her beam.

The *Kon-go* and *Hi-yei* are sister vessels, the *Kon-go* being built by Earle's Shipbuilding and Engineering Company, of Hull, and the *Hi-yei* by the Milford Haven Shipbuilding and Engineering Company, of Pembroke Dock; the engines for both these ships being supplied by the first-named company. The leading features of the light unarmoured composite corvettes of the *Gem* class lately introduced to the British Navy are now well known, and it was thought desirable to supply the Japanese Navy with two vessels of this general type, but with some very material modifications and improvements obtained by means of some increase of size. The vessels for Har M. Jesty's Navy are in the later examples 220 ft. long, 40 ft. beam, and about 17 ft. 6 in. draught, armed with four 6 in. 64 calibre (6 in. 64) guns on the upper deck, capable of firing 2 deg. across the bow line forward and 2 deg. across the central line aft; they have a speed of about 13 to 13½ knots, horizontal compound engines of 2,100 indicated horse power, a large spread of canvas, steel masts, and are very handsome. They have, however, no protection above the water line for their magazines and machinery, except such as is afforded by the stowage of coal in the wing bunkers; this protection, however, is not of a permanent character and is liable to disappear after the vessel has been some time at sea. The weight of coal carried is about 240 tons. The Japanese vessels are 281 ft. long, 40 ft. 9 in. beam, and 17 ft. 6 in. draught, armed with six 15 centimetre (about 4 tons) Krupp guns on the broadside, two guns of 17 centimetres bore (about 5½ tons) at the bow capable of firing at half right ahead or 33 deg. abaft the beam, and one 17 centimetre gun at the stern capable of a range from right astern to 55 deg. forward of the beam. They have horizontal compound engines of 2,500 indicated horse power, and have also a large spread of canvas; indeed the rig of all the three Japanese vessels has been made as nearly as possible the same, in order to make any of the spare parts, rigging, or stores available for either ship. The corvettes each carry about 230 tons of coal. In order to secure the power of fighting the gun right aft, Mr. Reed has not adopted the poop and the apparatus for lifting the screw from the water fitted to the British ships. By the case of the latter the guns can fire only within an angle of about 2 deg. across the fore and aft line except by removing the gun from side to side of the ship. The abolition of the screw lifting gear will undoubtedly simplify the arrangement of the machinery, and, by removing the gear, to allow the free revolution of the screw when the vessel is under sail, is provided. On one important point the Japanese vessels have great advantage, that in as regards boiler space; their greater length as compared with the British ships has enabled much larger boilers to be fitted, and as much of the difficulty experienced with the machinery of the *Tourmaline* and her sister vessels appears to have sprung from priming, owing to insufficient steam space, it is confidently expected that much more satisfactory results will be developed in the trials of the Japanese vessels. The speed expected from them is 18½ knots, but, judging from the beautiful lines of the vessels and their large engine power, it is not unlikely that this estimate will be considerably exceeded.

One of the most important features of the Japanese corvettes yet remain to be mentioned, and that is a belt of armour 4 in. thick extending along the ship at about the height of the water line; this belt is embedded in the wood sheathing of the ship, being covered by an outer thickness of plank 4½ in. thick, thus avoiding any obstruction to sheathing the vessel with copper in the usual way. In addition to the armour protection there is also that afforded by the coils which surround the magazines and boilers, but, as we have said, this latter protection cannot be depended upon in the later stages of the vessel's cruise. The *Kon-go* and *Hi-yei* are certainly in appearance the handsomest vessels intended for war purposes which we have ever seen; they are more like yachts than men-of-war, and this fact may be taken as a proof that fighting power does not in all cases involve the ugliness of which so many naval critics have complained.

Alluding to the Gunboats lately built in England for the Chinese Navy, and comparing them with the Japanese *Engineering* continues:—The more boats of such vessels as the *Fu-so* and *Kon-go* would be equal at times to the destruction of these gunboats. The fact that the *Hi-yei* and

these Chinese gunboats is without any power of lateral training would greatly facilitate their destruction by the light-armed boats of attacking ships. No doubt a great deal of offensive power exists in these gunboats, and everything could be done in vessels of such small size; still, the fact that the guns are without training would, under some circumstances, such for example, as an injury to the exposed propelling machinery, cause these vessels to fall an easy prey to other boats. Moreover, those who know what river service with gunboats in war time is, will not need to be told how often they get aground even under the most skilful management, especially in tidal rivers and under fire; and when once aground any other boat—though herself aground too—would destroy these Chinese boats with the greatest ease, by means of their light guns that can fire in any direction. The idea of such boats being qualified for general warfare at sea, or at any distance from a friendly port, is an illusion, and will not bear examination. * * * The nation that possesses a number of them has a valuable element of defence, but it has not on that account any offensive naval power, or any adequate means of protecting its interests at sea. Aspiring, as they justly do, to real maritime power, both offensive and defensive, the Japanese Government appear to have taken a wise course in building substantial and efficient seagoing ships.

Quotations.

HONGKONG, June 26, 1878.

OPIMUM.—New Patna, cash...\$817 5 620
" Old Patna, cash...None
" New Benares, cash...580 5 580
" Old Benares, cash...None
" New Malwa, cash...802 5 802
" Allowance Taela...6 5 12
" Old Malwa, cash...None
" Allowance Taela...None

CAMPBELL...16.00 16.25
QUICKSILVER...61.50 62.00
SALT PETRE...6.20 6.50

Exchange.

Bank, on demand...310
" 30 days' sight...310 1/2
" 6 months' sight...310 1/2
Credits...310 1/2
Documentary, 6 months' sight...8 1/2
Bombay, demand Rupees...226
Calcutta...226
Shanghai, demand...72 1/2
" 30 days...72 1/2
Bar Silver, 17, avts. B...10 1/2
Sycee...8 1/2
Mexicans...2 p. 6 pm.
Gold Seal...26
English Sovereigns...5.07
Australian Sovereigns...5.07
Discount...7 to 9 %

Shares.

Hongkong Bank, 60 % prem.
Union Ins. Society of Canton, \$1,300
China Traders' Ins. Co., \$1,475
Chinese Insurance Co., \$267 1/2
Yankee Ins. Assoc., \$1,600
North China Ins. Co., \$1,050
A. K. Fire Ins. Co., \$735
China Fire Ins. Co., \$200
A. K. & W. Dock Co., 11 % prem.
A. K. O. & M. S. Boat Co., \$3 dis.
Shanghai Steam Navigation, \$1.21
Hongkong Gas, \$80
Hongkong Hotel Co., 60
China Sugar Refining Co., 30 % prem.
Chinese Imperial Bank, \$107.10
Do. of 1877, \$106.

Temperature.

(Taken at Messrs F. Jones & Co.'s Premises, Queen's Road.)

HONGKONG, June 26, 1878.

BAROMETER—9 A.M.	30.000
Do. 1 P.M.	29.972
Do. 4 P.M.	29.918
THERMOMETER—9 A.M.	89
Do. 1 P.M.	89 1/2
Do. 4 P.M.	89
Do. (Wet bulb) 9 A.M.	83
Do. 1 P.M.	88
Do. 4 P.M.	83
Do. Maximum	90
Do. Minimum over night	84

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.

VESSELS TO ARRIVE

AT HONGKONG.

When left.	Name.	From.
Oct.	19, Ocean,	Hamburg
Nov.	3, Elizabeth Shields,	Hamburg
Dec.	1, Glenaber,	Flushing
Jan.	25, G. B. S.,	Liverpool
Feb.	13, Elvetolet,	Cardiff
Mar.	27, Earl of Devon,	Antwerp
Apr.	7, Nourmahal,	London
May	2, Ivatio,	Pendarth
Jun.	3, Prince Amadeo,	Cardiff
Jul.	6, Mabel Clark,	Liverpool
Aug.	9, Josephus,	Penarth
Sep.	12, Penarth,	London
Oct.	14, Hertie Bigelow,	Flushing
Nov.	12, Landeer,	Liverpool
Dec.	18, Alice D. Cooper,	Penarth
Jan.	25, S. Vaughan,	Cardiff

